



For IMMEDIATE RELEASE
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Clark/Shirley Proposes A Multi-Modal Transportation Solution for I-95/I-395

Much needed improvements come at no cost to local, state or federal governments

Lorton, VA --- Today, the Clark/Shirley Team submitted a detailed proposal to the Virginia Department of Transportation (VDOT) under Virginia's Public-Private Transportation Act (PPTA) to address the growing congestion in the I-95/I-395 corridor from Spotsylvania County to Washington, D.C. The Clark-Shirley solution, known as 95 Express, will greatly enhance mobility and safety in this important transportation corridor.

"We are pleased to provide a fiscally responsible, multi-modal solution, which not only expands and enhances the existing HOV system on I-95/I-395, but also provides major capital investment for existing rail and bus commuters," said Michael Post of the Clark/Shirley Team.

Highlights of the 95 Express proposal include:

- Adding a third lane to the existing HOV network between Dumfries and Washington D.C.
- Extending the HOV network south towards Fredericksburg including three lanes to Garrisonville/Aquia and 2 lanes to Falmouth
- Constructing additional lanes on I-95 between Route 17 and Route 1 that will be open to all users at no cost
- Adding a southbound two-lane collector-distributor network between Route 17 and Route 3 to benefit local commuters
- No public funding as the project is 100% privately funded and does not use any programmed Virginia or Federal funds
- Proposal includes construction of Phase 8 of the Springfield Interchange project (freeing up \$85 million previously allocated by VDOT), \$30 million for the Virginia Railway Express to use to purchase more rail cars, and \$30 million to add an additional 2,000 new park and ride spaces for commuters in the corridor

- Extensive team experience including the most experienced HOT lane designers and operators in the United States

“We’ve built our proposal based on the existing and future conditions of the corridor as well as the improvement recommendations found in existing local, regional, and state transportation plans,” continued Post.

The 95 Express solution continues the HOV-3 concept of allowing 3-passenger vehicles, buses and emergency vehicles to travel in the corridor free at all times. Low Occupancy Vehicles (LOVs) with fewer than three (3) passengers will have the option of using the HOV/HOT lanes by paying a toll based on time-of-day pricing. By adding additional lane capacity to the existing HOV network and actively managing prices, a free-flow experience for HOV users will be maintained.

The Virginia Department of Transportation (VDOT) is leading the review process and has established a website containing copies of the proposals (beginning Monday, June 6, 2005) and a schedule of public meetings of the Advisory Panel that can be accessed at: http://www.virginiadot.org/projects/ppta-I-95_I-395HOTLanes.asp.